

# SPORTING INCIDENTS

being

*A collection of forty-four plates of Coaching, Hunting,  
Amateur Races, and Horses in the Show Ring.*

The designs by

*W. S. Vanderbilt Allen*

*With an introduction by*

*Colonel William Jay*

*The whole described in text by*

H. Milford Steele



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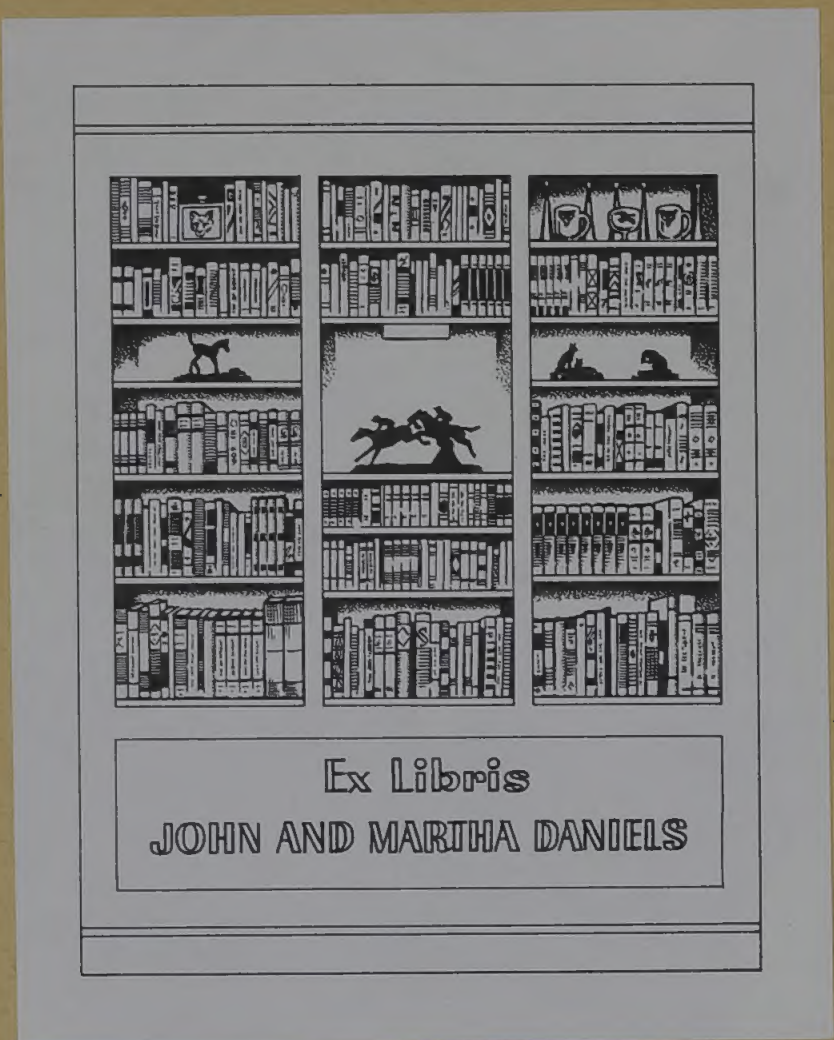
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# SPORTING INCIDENTS

being

*A collection of SIXTEEN plates done in color  
with numerous smaller cuts representing  
the most important events of the*

## TRACK FIELD AND ROAD

The designs by

*W. S. Vanderbilt Allen*

*With an introduction by*

*Colonel William Jay*

*The whole described in text by*

H. Milford Steele



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Printed in *NEW YORK* in the year  
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# INTRODUCTION



ANY of us who are still in middle life can remember when there was no coaching, no hunting, and no polo in America. Within the last twenty years these three branches of sport have been largely developed and organized, so that now there is ample opportunity for all who are so minded to indulge in them.

The pictures contained in this book give a good idea of the progress that has been made in this development, and its timely appearance marks a period when we may say that these sports, and steeplechasing as well, are all established on a permanent basis. Great interest has been shown in them—not only by those actively engaged, but also by the public who have been observant of their progress. That this interest is unabated is evident from the large crowds of admirers who come together to witness the annual meet of the Coaching Club in the Central Park, and who attend the various polo and steeplechase meetings throughout the country.

The influence of these sports upon those engaged in them has been a salutary one. It has developed among us a taste for out-of-door life such as we have never had before, and has given our young men of leisure a healthy substitute for cards and billiards. It has given them instruction and practice in the arts of riding and driving, has hardened their muscles and improved their digestion, and has taught them temperance and self-control, without which no one can excel in any of the sports of which we are speaking. I think, too, we may claim that this development of sport has not been without its healthy influence upon the public.

Compare the Central Park twenty years ago with the Central Park to-day. Where there was then one private vehicle well horsed and properly turned out there are now a score. Note how largely the gaudy harness covered with metal-work and useless rattling chains and the shaggy, badly groomed long-tailed horses have disappeared, giving place to neat harness with no superfluous ornaments, neatly trimmed horses, well bitted and well driven. It must be owned that the driving leaves much to be desired, and it would be well if more attention were paid to it by coachmen, masters and servants as well.

To say nothing of the art of biting and coupling your horses so that they may go together comfortably, and each one do his fair share of the work, there are a few simple rules of the road, the observance of which by all would tend greatly to the comfort and safety of those travelling by road. It may not be out of place briefly to allude to one or two. No vehicle should ever stop, either to take up or set down passengers or for any other purpose, except at the side of the road, in the street at the curb-stone, and, when practicable, on the off side. When driving slowly keep on the off side of the road, so that those coming up behind more rapidly than you are going may pass you easily, leaving you on their off hand. In pulling up raise your whip so that those coming up behind may be made aware of your intention and govern themselves accordingly. In regulating the traffic at a point where two thoroughfares cross each other the police should stop all vehicles in one of the









O

Colonel William Jay,  
Oliver H. P. Belmont,  
Thomas Hitchcock, Jr.,  
Prescott Lawrence,  
Foxhall Keene.

It has been entirely through your kind assistance and graceful suggestions that *Sporting Incidents* has been made possible. Permit me, therefore, with a feeling of deep indebtedness, to dedicate this book to you as leaders in the different fields of sport represented.

W. S. Vanderbilt Allen.







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*The edition of this book is limited to one thousand copies  
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streets until the other is free, and should then reverse the process, thus avoiding the great risk and inconvenience resulting from the attempt of drivers to force their way across a mass of traffic moving at right angles to their course.

Note also the great improvement in the riders and their horses now to be seen in the Park with those of twenty years ago. Their number has increased amazingly, and their skill in riding and the quality of their hacks show a corresponding improvement. Especially is this noticeable among the young people. The number of well mounted and well turned out men and women, boys and girls, to say nothing of pad grooms, is steadily growing. What a vast improvement in saddles and bridles, in the dress of the men, and the habits (riding) of the women!

While much has been accomplished, much still remains to be done before we can derive from our horses and carriages the full measure of comfort and convenience which they should afford. The most pressing need of all those who use horses, whether for business or pleasure, is that of better roads. The coaches and other carriages which are represented in this book are in a way heavier than those heretofore in use. The coaching men have shown that four horses can draw a coach with twelve or more people, at the rate of ten miles an hour over stages varying from six to ten miles in length, and that without the slightest distress or injury to the horses. But this can only be done over a good sound road, and there is no good road but one and that is a stone road, either Macadam or Telford. The first cost of such a road is great, but it is generally conceded that annual saving in the cost of maintaining such a road, over that of repairing the ordinary country road, would in a very few years be sufficient to cover the outlay required to build a stone road. It is the poorest economy that can be practiced to continue in use our present country roads. A good road gives new life to a neighborhood. It increases its attractions and invites all who love horses to visit it. It enables a horse to haul, whether for business or pleasure, at least three times the load which he can move over an ordinary road in good condition, and ten times what he can haul over it when in bad order.

Let us hope that this book may be as instructive as it is sure to be pleasing to the eye, and if any apology be needed for the stress that is laid upon matters which some may deem trivial it must be found in the old saying, "If a thing is worth doing, it is worth doing well."

If a man would ride let him be properly mounted, suitably equipped, and decently dressed. If he would drive let his horses, harness, and carriage be adapted to the work they have to perform; let him so use his horses that they shall not be distressed nor injured, and let him observe the rules of the road so that he may not incommode his fellow travellers. In whatever sport he indulges let him be humane to his horse and careful of the lives and limbs of his fellow creatures.

The aim of the artist in this book has been to reproduce such horses and carriages with such details of their equipment as may be useful as hints to those who need them, at the same time furnishing a standard of correctness in such matters. Should this aim be accomplished the book will not have appeared in vain.

WILLIAM JAY.









# THE MEET OF THE COACHING CLUB

## COACH OF COLONEL WILLIAM JAY

At NEW YORK MAY 27 1893



*Coach of Mr. Frederic Bronson.*



ROAD coaching was introduced into America seventeen or eighteen years ago. It was in 1875 that the Coaching Club was organized with the following membership of nine: Colonel William Jay, Mr. Frederic Bron-

son, Mr. James Gordon Bennett, Mr. W. P. Douglass, Messrs. Delancey and Nicholson Kane, Mr. Thomas Newbold, Mr. Allen Thorndike Rice, and Mr. Leonard Jerome. At the first meet of the club at Madison Square six coaches assembled. Beginning in the spring of 1876 Mr. Delancey Kane drove daily the Tallyho from the Hotel Brunswick in New York to Pelham, a distance of about fifteen miles and return.

The enterprise proved so successful that, after a cessation throughout the summer months, in the fall of the same year the coach again made daily trips, but the journey was extended a few miles further to New Rochelle, and in the following year the coach was again in use, now running from New York to Yonkers. In 1878 the route to New Rochelle was selected; but, in that year, continuous bad weather and the consequent wretched condition of the roads compelled a temporary abandonment of the enterprise. But the inspiring and, so far as American society was concerned, novel diversion had become so popular that within one year the coach again ran to New Rochelle.

A year or two later, under the patronage and direction of some members of the Coaching Club, the Tantivy made regular trips to Tarrytown, about thirty miles, and these were continued throughout the season for two years. In 1884 the Greyhound was put on the road between the Hotel Brunswick and Pelham by Mr. C. O. D. Iselin and Mr. J. Roosevelt Roosevelt. In 1886 and 1887 the Tantivy ran over the same road, and in 1890 it again was in service running between the Brunswick and the Country Club, then recently organized at Westchester.

So many coaches are owned in New York that the annual meet and parade of the Coaching Club has become a conspicuous metropolitan event. The accompanying plate represents the coach of Colonel William Jay as it appeared in the meet of May 27, 1893. In the line were coaches owned and driven by Colonel William Jay, Mr. Frank K. Sturgis, Mr. Richard Mortimer, Mr. William Forbes Morgan, Mr. C. F. Havemeyer, Mr. Frederic Bronson, and Mr. F. O. Beach. The coaches assembled on the drive extending from the Eighth Avenue entrance to the Central Park to the Mall; and the drive was through the Park to Mount St. Vincent, and continued to the grounds of the Open Air Horse Show Association. Mrs. Jay sat beside Colonel Jay on the box-seat, and among the guests were Mr. William G. Tiffany, a most distinguished amateur coachman, and his wife. There have been at the annual meet as many as fifteen drags in line, and at the Newport meet in 1892 there were eighteen.











Painted by W. S. M. M. M. M.

Painted by W. S. M. M. M. M.

Painted by The Helios Printing Co.

At the annual meet of the Coaching Club,  
New York, May 27, 1893.







# THE WESTCHESTER HUNT

Mr. THEODORE A. HAVEMEYER JR. Master

At WHITE PLAINS NOVEMBER 1892



*Skeleton Brake of Mr. James P. Kernochan.*



IN the Cotton Library at the British Museum there is a curious old manuscript which is supposed to be the first work on Hunting that ever was prepared. It was written at the beginning of the fourteenth century, and is an English version of a French treatise entitled "Art de venerie le quel Maistre Guillaume Twici venour le Roy d'Angleterre fist en son temps per aprendre autres." This William Twici was huntsman to Edward II. The King, however, had another "Maistre of the Game," with literary aspirations, in the person of John Gyfford, an Englishman, who made the translation. This old manuscript which is of interest now to the student rather than to the huntsman, was the first contribution to what has since become an abundant literature on the subject of hunting in all its aspects. From Strutt's "Sports and Pastimes of the People of England" to Whyte Melville's charming "Recollections" the list is long and interesting.

Strutt in his admirable work prints some cuts, taken from an old illustrated manuscript, from which we learn the interesting fact that when ladies first took to the hunting field on horseback they bestrode their horses like men, although still clad in dresses. The cuts, however, fail to illustrate clearly how this somewhat difficult feat was accomplished. But it was not as

riders that ladies first appeared in the field. For a long time they were spectators, and watched the sport from wooden stands constructed for the purpose, beneath which the game was driven for their edification and amusement.

Hunting in England is probably as firmly established as the throne itself, and its followers number many thousands. But in this country, although natural hunting is one of the oldest amusements, and in the South, particularly, it has existed for generations, the conditions have not been favorable to any remarkable development of the sport.

In 1876 Joseph Donohue and a number of young friends tried drag hunting near Hackensack, New Jersey. Afterwards the sport was carried to Long Island, where the country was found to be more suitable. In spite of many obstacles it has achieved a fair measure of popularity, and the number of its followers increases every year. At the present time there are twelve carefully organized and well-established hunt clubs in this country. They are the Queens County Hunt Club, which was the first to be organized, the Meadow Brook Club, the Rockaway Hunt Club, the Essex County, the Westchester, the Radnor, of Philadelphia, the Richmond County, the Dutchess County, the Geneseo, the Myopia, the Elkridge, and the Pembroke.

The accompanying plate represents one of the many hunts that take place every year at Westchester. Mr. Theodore A. Havemeyer, Jr., is the master, and Mr. Nathaniel C. Reynal, the whip. The others are Miss Cary, Mr. E. C. Potter, and Edmund Randolph.











Printed by W. S. Underhill, Albany.

Published by J. H. Underhill, Albany.

# The Westchester Hunt

White Plains, November, 1893.

W. S. Underhill, J. H. Underhill, Esq. Master.

Mr. Nathaniel C. Reynolds, Whip.

Oct. 17, 1893

Printed by The Heliotype Printing Co.







# TANDEM SHOOTING CART

of Mr. OLIVER H. P. BELMONT

At BELLEVUE AVENUE NEWPORT AUGUST 1892



*Coach Pioneer.*



TANDEM driving may appear to the casual observer to be a mere indulgence of the desire for an unusual and somewhat dangerous pastime; but, however that may be, it had a very natural origin in

the circumstances and needs of those who long ago rode with the hounds. In the early days of fox hunting hunt clubs were not so numerous as they have since become, and the appointed meeting places were far from the homes of many of the riders. Some of these rode long distances so greatly fatiguing their horses before the sport of the day was ever begun, while others, wiser, drove, having their hunters led. These would arrive with riding-horses comparatively fresh and eager and untired; but this proceeding was unsatisfactory, and it was then that some one, whose name should be remembered but is not, procuring long traces and long reins had his hunter harnessed before the horse drawing his cart and so himself drove to the meet. His example was followed, and so much pleasure was found in it that tandem driving became an independent form of sport liked and followed for its own sake. It has grown in favor mightily, and the many tandem clubs which have been organized have aided in the encouragement and development of the sport both abroad and in America.

There is so much of difficulty to be overcome by the beginner in tandem driving, and enough of danger that the leader may not go straight or that he may become entangled in the harness, or that other accidents may occur, that the very greatest skill in driving is necessary—skill of a character and degree not to be attained by every one. In no other manner of driving is such quickness and so light a hand required. It is therefore that tandem driving is so attractive to those devoted to it, for the exercise of unusual skill is always enjoyable to those possessed of it. The danger in the sport no doubt adds zest to it; but that danger may be lessened by wise and careful breaking of the horses and proper harnessing. Great lightness and simplicity in harnessing are advised by all authorities, while some recommend as an aid to safety two bars to be attached to the collar of the wheeler and to which are to be fastened the traces of the leader; but enthusiasts deride this safety arrangement and express their belief that such a substitute for skill should be used only by ladies or occasional experimental drivers among men.

The choice of carts to be used in tandem driving is comparatively limited. The smart but dangerously high cocking-cart is sometimes used, but the dog-cart, practically a mere box on wheels, and the Whitechapel cart are more in vogue, while some drivers prefer four-wheeled traps. One of these, owned by Mr. Oliver H. P. Belmont, is represented in the accompanying plate. It was built by Healey after designs based upon old prints collected by Mr. Belmont.











Painted by W. S. Goodenough Allen.

Printed by The Helotype Printing Co.

*Tandem Shooting Cart, &c.  
Owned and driven by Mr. Oliver W. P. Belmont,  
Belmont, Newport, R. I. 1892.*







# THE CHAMPION STAKES

At LINDEN PARK NOVEMBER 5 1892

AMERICAN HUNT AND PONY

RACING ASSOCIATION



*Cart of Mrs. Thomas Hitchcock.*



NE of the most interesting and gratifying results of amateur sport in America is the development of the American pony. When polo was played here first in 1876, the only ponies that were available for the game,

which Mr. Bennett had so successfully introduced, were greatly inferior in size and quality to those that were used in the game abroad.

Up to that time the possibilities of the Texan or Mexican pony were but little understood, and for a number of years ponies were imported from England and Ireland with more or less unsatisfactory results; but in 1879 the good points in American-bred animals began to attract attention. The practice of breeding them grew to a considerable extent, and in a few years pony racing began to commend itself to horsemen as a form of sport offering great and peculiar opportunities for enjoyment. Since that time the American pony has been assiduously cultivated, and the fact that the Hurlingham polo team, which played at Newport in 1886, sold their English ponies here, in order that they might take American-bred ponies home with them, was a significant indication of the success of that cultivation.

In order to secure for the sport a strictly amateur character, and to put it on a sound and systematic basis, it was determined to establish an association that would

lift it out of the bounds of speculation and give it a practical and recognized standing. Accordingly, on the 27th of January, 1890, at a meeting held at Delmonico's, the American Pony Racing Association was organized with the following officers: Jenkins Van Schaick, *Chairman*, J. R. Wood, *Secretary*, and A. Belmont Purdy, *Treasurer*.

By-laws and racing rules were adopted, and on May 10, 1890, the first races given under the official direction of the Association took place at Meadow Brook Park in the presence of twelve hundred spectators.

In 1892 the name of the Association was changed to the American Hunt and Pony Racing Association, and the rules so amended as to be in harmony with the title.

It was extremely fortunate for the interests of the Association that it had for its organizers such true sportsmen as Jenkins Van Schaick, H. L. Herbert, J. Clinch Smith, J. R. Wood, F. T. Underhill, A. Belmont Purdy, Louis N. Bell, and Elliott Roosevelt. From the beginning the Association has been successful. It now numbers two hundred and fifteen members, with a registry of more than three hundred and twenty ponies and horses.

The closing meeting of the season just ended took place at Linden Park on November 5th. The accompanying plate represents the second race of that meeting for the Champion Stakes, which was won by Mr. Fred Hoey, on Mr. F. Gebhard's gelding Rosarium, with Mr. Foxhall Keene second, riding Mr. A. White's mare Pocahontas, and W. C. Hayes third, on his colt Carteret.











Painted by W. W. Goodrich, 1892.

Printed by The Halcyon Printing Co.

THE CHAMPION STAKES.  
 American Hunt and Pony Racing Association.  
 Won by Mr. Frederick Gilbard, Jr., q. Rosarium,  
 at Linden Park, October, 1892.















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PART  
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JOHN AND MARTHA DANIELS



# THE ROAD COACH ACQUIDNECK

Mr. H. ASTOR CAREY Whip

At NEWPORT R. I. AUGUST 1892



*Running Ponies of Mrs. S. S. Howland.*



N no other way has the advance of civilization been more marked than in the progress from the sled, the earliest form of road carriage, to the modern wheeled vehicle in its many forms, so well adapted to the various needs of men. The sled, it is known, was in use in Egypt four thousand years ago, and it is probable that the first step from this primitive form of transportation was an easy and natural one. It is a simple device to put rollers beneath the runners of a sled, thus making the progress of the sled easier, and some early inventor doubtless saw the advantage of making the rollers a part of the carriage itself. At all events the wagon on wheels was used in Egypt many centuries ago, and, so far as is known, first there. The war chariot, which apparently was the earliest form of wheeled vehicle in general use, also originated in Egypt, but its use was rapidly extended, and it is probably this use that led to the adoption of wheels in transportation. The use of wagons was necessarily at first limited to cities and the cultivated districts near them. The Romans were the first to perceive the advantages in this method of conveyance, and very early they began to extend carriage-ways throughout Italy. After the decadence of the Roman Empire the carriage-ways were permitted to fall into decay, and for

nearly a thousand years transportation by pack animals was the only method in use.

About four hundred years ago wagons were again used commercially, but progress in road making was slow, and as late as a hundred or so years ago pack animals were still used in portions of Great Britain and Germany.

In England carriages became an ordinary article of manufacture in the time of Charles II., but progress in the art of carriage building was slow until the great betterment of the English roads was begun by MacAdam about 1815. Then improvement was rapid, and this improvement was signal in the manufacture of mail coaches. The old rough and heavy coaches were replaced by those more skillfully arranged, of lighter weight with better springs and axles. Perfection in design, durability, lightness, and handiness was well-nigh reached when the introduction of railways caused the disappearance of travelling coaches. Since then coaches have been constructed in the best possible way for amateur use alone.

The Acquidneck was the first road coach to run out of Newport. It made its first trip from Newport to Tiverton on July 30, 1892. Mr. H. Astor Carey was the owner and whip. The accompanying plate represents the coach about to start from the Casino in Newport. Some of the occupants of the coach were, besides Mr. Carey, Mr. and Mrs. Royal Phelps Carroll, Mr. F. O. Beach, and Mr. Woodbury Kane.











Printed by W. S. Woodworth & Co., Albany.

Illustration by Mr. J. H. B. for the American Magazine.

Printed by The Albany Printing Co.

*The Coach, Republic, Mr. Frederick C. Beach, Whip.*

*On the Road to 'Guards Agency, November, 1892.*

*Drawn by Mr. Wm. Vandell, Jr. & Mr. Richard, Western.*









Printed by Wm. Underhill Allen

Produced in America for the Sporting House Co.

*The Road Coach Acquidneck*  
Housed and driven by Mr. H. Astor Carey.  
The start from the Casino, Newport, August, 1892.

Printed by The Helioscope Printing Co.







# THE QUEENS COUNTY HUNT

MR. F. GRAY GRISWOLD Master

At MINEOLA L. I.



*Group of Hunters at Open Air Horse Show.*

"Hark! the huntsman's begun to sound the shrill horn;  
Come, quickly unkennel the hounds.  
'Tis a beautiful, glittering, golden-eyed morn,  
We'll chase the fox over the grounds."

—*Old Hunting Song.*



FOXES were not hunted in England in the present style, with all the refinement and magnificence that surround the sport, until the beginning of the present century. It is stated by a former Lord Wilton, in his

"Sports and Pursuits of the English," that it was not until 1750 that hounds were entered solely to fox, although there is a tradition that one of Lord Arundel's ancestors kept a pack at the close of the previous century. Earlier sportsmen evidently regarded the chase of the fox as affording sport far inferior to that of the stag or hare. Oliver St. John, Solicitor-General, said in a speech before the House of Lords in 1641 that "We give law to hares and deer because they are beasts of chase; but it was never accounted either cruelty, or foul play, to knock foxes and wolves on the head as they can be found, because they are beasts of prey."

From the engravings in Blome's "Gentleman's Recreation," and from a cut reproduced in Strutt's "Sports and Pastimes of the People of England," from a manuscript written in the fourteenth century and now in the Royal Library, it appears that the fox was generally hunted on foot, which may, perhaps, explain the aston-

ishing advice given by Sir Thomas Cockaine in his "Short Treatise of Hunting," published in 1591, that "Every huntsman his part is to hew him, or backe him into the covert again when he offereth to breake the same."

When the practice of putting hounds to foxes became established, the hunt was conducted very much as the chase of the stag is now. In an article on "Hunting" published in the Badminton Library, the Duke of Beaufort speaking of this fact says: "A couple of steady old hounds were thrown in when the drag had led the pack up to the covert where he lay, taking his rest after his midnight rambles, and it was not till he was fairly on foot and away that the body of the pack was laid on. Both hounds and horses were slow then as compared with now, and the riders we may guess to have been much like Squire Draper, 'avoiding what was unnecessary and riding with judgment.'"

It is gratifying to all lovers of manly sport in America that the popularity of riding to hounds is steadily increasing, and that there can be no doubt as to its permanency in this country.

The accompanying plate represents the Queens County Hunt following the hounds at Mineola, L. I. Mr. F. Gray Griswold is the master. Some of the others in the plate are Mr. H. L. Herbert, Mr. C. Albert Stevens, Mr. P. F. Collier, and Mr. S. D. Ripley.











Painted by Westwooden Allen.

Engraved by J. H. P. for the Queens County Hunt.

Printed by The Helios Printing Co.

# THE QUEENS COUNTY HUNT.

*Mr. and Mrs. J. H. P. over the Trench, Road.*

*Mr. J. H. P. over the Trench, Road.*

October, 1892.







# JUDGING HACKNEY STALLIONS

## NATIONAL HORSE SHOW ASSOCIATION

At NEW YORK NOVEMBER 1892



*Mr. Prescott Lawrence's Fashion.*



ESSRS. Goubaux and Barrier, in their exhaustive treatise on "The Exterior of the Horse," thus speak of the hackney:

" . . . He occupies, in the list of saddle-horses, the same place as the large coach-horse

among the coach-horses,—that is to say, the first rank. . . . The purity of the anatomical outlines approaches perfection; the harmony of the form and the fine proportions of the body give to the connoisseur an impression of plastic beauty; the thinness of the integument, the neatness of the members, and the beauty of the whole are carried almost to extremes; the ease and suppleness of the movements, the gracefulness of the attitudes, the nobleness of the walk, the expression of the physiognomy, the pride and intelligence of the look, the elegance and brilliancy of the gaits, united to breeding, docility, impetuosity, and ardor,—such are the qualities which this horse should possess, the animal chosen by every sportsman really worthy of the name."

As an all-around horse, for speed, endurance, good temper, courage, and appearance, the hackney cannot be too highly commended. While these excellent and extremely desirable qualities have long been appreciated in England, it is only within the last eight or ten years that the hackney as a distinct breed has

attracted much attention in America. Little Wonder, imported by Mr. A. J. Cassatt in 1883 and exhibited at the first horse show of the National Horse Show Association, and Fashion, brought over the following year by Mr. Prescott Lawrence, excited much admiration and favorable comment, and since then the importation of high-class hackneys has gone on steadily, and the business of breeding and rearing them has been carried on in this country with most encouraging results.

To the usefulness and value of the hackney is due its growing popularity, and the success of the American Hackney Horse Society, which was organized in 1890, furnishes a gratifying assurance that the permanent establishment and improvement of the breed in America is certain.

At the horse show the hackney classes always excite great enthusiasm, and the event represented in the accompanying plate was one of the most interesting that took place during the recent exhibition. It was officially described as "Class 24. Stallions, three years old or over, to be shown with four of their get," and the first prize was won by Dr. Webb's chestnut horse, Matchless of Londesborough, eight years, by Danegelt; Lady Lyons shown with Berserker, four years, Enthorpe Performer, three years, The Charwoman, three years, and Lord Loudon, yearling. The second prize was won by Mr. Prescott Lawrence's black horse, imported Fashion, fourteen years, by Confidence. In the plate Matchless is represented as he is about to receive the blue ribbon.











Printed for W. S. Underhill, Allen.

Printed by The Polytype Printing Co.

*— The Leading Hackney Stallions, —*  
*National Horse Show Association. New York, 1892.*  
*Matriline of 'Doodle-Scrough' with four of his get, winning the Champion Hackney Prize.*







# POLO MATCH FOR WESTCHESTER CUPS BETWEEN MEADOW BROOK AND ROCKAWAY TEAMS

At NEWPORT R. I. 1892



Mrs. J. Borden Harriman on Hungry Jim.



ALTHOUGH the origin of polo is shrouded in the obscurity of Eastern legends, enough is known from authentic history to justify the belief that the game is one of the oldest in existence.

Under the old Persian name of *Chaugan* it seems to have been familiar throughout the entire East from a very remote period. Many of the old Persian writings, both in prose and verse, contain frequent references to the game.

The introduction of polo into England is of very recent date. In 1869 some young officers of the Tenth Hussars, quartered at Aldershot, read in a Munnipore paper an account of the game, and resolved to try it. Horses were mounted, crooked sticks procured, and with these and a billiard ball the game of polo was first played on English soil. It was soon found that large horses were not suitable, and a number of ponies were imported from Ireland. Regular teams were organized and systematic practice was begun. In 1870 a match was played at Richmond Park between the First Life Guards and the Royal Horse Guards, which was won by the latter by four goals. Clubs were organized in various places throughout England; Hurlingham became the favorite meeting ground, and there the game has prospered ever since. New and more scientific

rules were adopted, and by 1876 polo was fairly established.

In the same year Mr. James Gordon Bennett introduced it into America. The first game in this country was played at Jerome Park, and the organization of the Westchester Polo Club followed with these members: James Gordon Bennett, Colonel William Jay, Herman Oelrichs, F. Gray Griswold, Frederic Bronson, Lord Mandeville, W. P. Douglass, Winthrop Thorne, G. R. Fearing, Fairman Rogers, Hollis Hunniwell, G. G. Franklyn, John Mott, H. Ridgeway, and S. S. Howland.

The following year the game was played at Long Branch, and thence it was carried to Newport. In 1886 a team came over from Hurlingham, and on August 25th a match was played with a picked American team for a cup known as the America Cup. After a spirited game the Englishmen won, and the cup was carried to Hurlingham, where it still remains.

The match represented in the accompanying plate was played at Newport, on August 16, 1892, by the Meadow Brook and Rockaway teams, and was won by the Meadow Brook team; the score by actual play being Rockaway 5½, Meadow Brook 4¼, and the score by handicap, Meadow Brook 6¼, Rockaway 5½.

The players in the Meadow Brook team were Messrs. Thomas Hitchcock, Jr., O. W. Bird, August Belmont, and Moses Taylor; and in the Rockaway team, Foxhall Keene, J. E. Cowdin, J. S. Stevens, and R. La Montagne. The game was umpired by Mr. W. K. Thorn, assisted by Mr. R. M. Appleton.











Painted by Wm. Underhill Allen

Printed by The Helioscope Printing Co.

Polo Match for Westchester Cup,  
Between Meadowbrook and Rockaway Teams,  
Newport, N.Y., 1892.















# SPORTING INCIDENTS

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*A collection of forty-four plates of Coaching, Hunting,  
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The designs by

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*Colonel William Jay*

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# THE COACH REPUBLIC

Mr. FREDERICK O. BEACH

At NYACK NOVEMBER 1892



*Pony Lady Derwent and Tilbury of Miss Hope Goddard.*



In the year 1682 a worthy citizen of Rye, named Samuel Leake, junior, made in his diary a curious entry in which he thanked God for having been permitted to complete in safety a journey which he had made

with his wife and mother-in-law from London to Tunbridge in a coach. Before that time, and indeed for many years after, journeys were generally undertaken in England by means of post-horses, and infrequent lady travellers rode upon pillions—a mode of travelling which, though picturesque, must have been extremely fatiguing. The post-horses were gradually supplanted by heavy, lumbering vehicles known as “fly-waggons,” drawn by eight horses and carrying goods as well as passengers. It was not until 1796 that regular coaches were put on the more direct and important of the English roads. They were cumbersome and awkward affairs. One of them, the “Bellerophon,” built in 1805 for the Brighton road, is described as “a huge concern, built with two compartments, one carrying six, the other four inside, and with several out.” In 1823 the light four-inside coaches came into use, and the time from London to Brighton was reduced from twelve hours to five, and on one occasion the “Quicksilver,” with a King’s Speech of William IV., made the journey down in three hours and forty minutes.

After the advent of the railroad the coaches gradually disappeared, and the coaching age has so utterly passed away that few of the present generation have any idea of the hardships and dangers of a journey in those days. We find them mentioned but seldom by contemporary writers, because they were looked upon quite as matters of course.

The year 1866 saw the beginning of a coaching revival. The always popular Brighton road was again the route of an established line which, though a financial failure then, was reorganized in 1867 by the Duke of Beaufort and others among the subscribers of the year before, and has been successful ever since.

Road coaching was introduced into America by Colonel William Jay, Frederic Bronson, and a few others, some eighteen or twenty years ago. Interest in the sport was at first confined to a few enthusiasts, but it has steadily increased, and the year just past has been the most successful in the history of road coaching in this country.

The coach Republic, driven by Mr. F. O. Beach, and running between the Plaza Hotel and the club house at Tuxedo, made its initial trip on September 24, 1892. The season, which was an unusually brilliant and instructive one, continued until November 13th.

In the accompanying plate the Republic is represented on the journey in, south of Tarrytown, and having for its occupants Mr. Frederick O. Beach, whip, Mrs. Fernando Yznaga, Mrs. William Goddard, Miss Hope Goddard, Mr. J. J. Van Alen, Mr. J. Sampson Stevens, and Frank Howlett, guard.









# GYMKHANA RACES

## ROCKAWAY HUNTING CLUB

At CEDARHURST JULY 5 1890



*Road Team of Colonel Delancey Kane.*



SERVICE in Her Majesty's Army in India, in piping times of peace, would be very irksome to the officers of the English regiment quartered there but for the Englishman's innate love of sport and his capacity for the in-

vention of novel and amusing games. It is to these qualities that we are indebted for many of the more popular forms of amateur sport.

As first used in India the word "Gymkhana" meant an outdoor gymnasium where tent pegging, cricket, tennis, and other open-air games might be played; but gradually the name came to be more particularly used to describe certain grotesque pony races held there; and that is the present significance of the word wherever used.

In the early days of the British military occupancy of India small native ponies were used by the officers as hacks to save their other horses. Some native breeders began to cross these ponies with Arabs. The improvement was immediate and remarkable, and in a few years it was observed that the ponies so bred possessed an amount of speed and endurance that made them inferior only to the best horses in the regiments. Then it was that the sport of pony racing began, and the so-called Gymkhana races, which probably had their origin in the suggestion of some officer's wife, were a natural outcome.

In time these races were introduced into England and France where they became as popular as in India, and a few years ago one of the members of the Pony Racing Association received a number of programmes of Gymkhana Races which had been run at Pau with success. Acting upon the suggestion of pleasure contained in these programmes an attempt was made to make known the sport here, and on July 5, 1890, for the first time in this country, a race meeting of this character was held at Cedarhurst under the auspices of the Rockaway Hunting Club. This meeting was so successful that the novel sport was attempted and enjoyed in Morristown, Huntington, Boston, Bar Harbor, and soon elsewhere throughout the country.

At this first meeting in America the races were between ponies not exceeding fourteen hands and one inch, and the event which was the most amusing of the six then contested was the Umbrella Race, represented in the accompanying plate. The ponies were brought to the starting-point, saddled and bridled. The riders were on the ground and each was given a cigar and match and an umbrella. After the signal was given each competitor was to light his cigar, open his umbrella, mount, and proceed to the winning-post where he was to arrive with his cigar alight and his umbrella open and in good order. It was required also that the umbrella should have remained open during the entire race.

The winners in this event were: Mr. J. E. Cowdin on Clover, first, Mr. Farley Clark on The Chill, second, and Mr. R. La Montagne on Georgia, third.











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THE UMBRELLA RACE,  
Sagukhana River,  
Rockaway Hunting Club,  
Mt. Cedarhurst, July 5, 1890.

Printed by The Helixtype Printing Co.





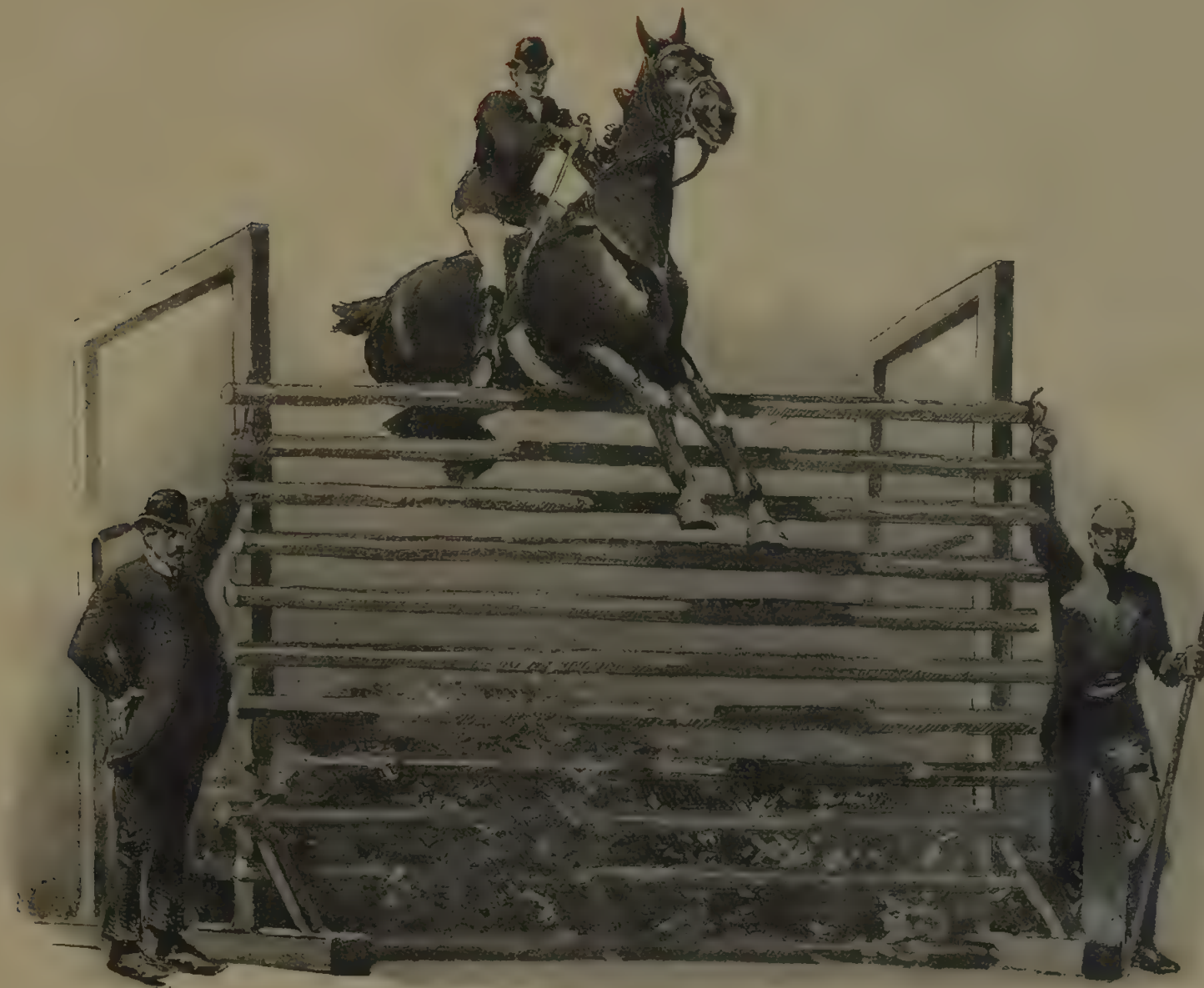


# THE HIGH JUMP

TRANSPORT TYING MAUD AT 6 FEET 1 INCH

NATIONAL HORSE SHOW OF AMERICA

MADISON SQUARE GARDEN NOVEMBER 1892



*Mr. S. S. Howland's Ontario jumping 7 feet, 2 inches.*



HAT high jumping as applied to horses has taken a firm hold upon the popular fancy is sufficiently demonstrated by the fact that the jumping classes are the most successful feature, both in attractiveness and

in the number of entries, of all horse shows that are held in America at the present time.

In England there does not exist, as far as is known, any authentic record of any exceptionally high jump of a horse with a rider. In 1869 Jack Spring succeeded in jumping six feet and three inches three times at Dublin. In 1792 Hyde Park was bounded near Hyde Park corner by a wall which was six feet, two and a half inches inside, and six feet, eight inches on the outside. On January 24th of that year, for a bet of five hundred guineas, Mr. Bicknell rode his bay horse over this wall both ways, the feat being witnessed by many prominent people.

High jumping without a limit had its origin in this country at the first National Horse Show held in New York in 1883, when the chestnut gelding Marksman cleared six feet without touching the bars, defeating a field of ten. In 1888 Leo and Filemaker tied at the then remarkable height of six feet, nine and seven-eighth inches. In 1889, at the Chicago Horse Show, Ontario and Roseberry tied at six feet, ten and three-

quarter inches, Ontario carrying forty pounds more than his antagonist. In September of the same year, Roseberry jumped seven feet, one inch, at the Toronto Horse Show, and in the following May Ontario jumped seven feet easily in Washington.

Of all the high jumpers that have ever appeared in a show ring in this country, Ontario and Transport are probably the most popular. The former was bought by Mr. S. S. Howland as an untried horse in 1888. He was sired by Sharpcatcher, a famous thoroughbred, out of an unknown mare. Mr. Howland hunted the horse for nearly a year before he ever suspected his possibilities as a jumper.

Transport, the property of Mr. H. L. Herbert, is a black gelding, 17 hands high. He was purchased in Ohio and taken to Rockaway for driving purposes. He was found to be a natural jumper, and in the four years in which he has been shown in jumping events he has been a winner of eleven blue ribbons. In the Horse Show of 1890, ridden by Mr. Foxhall Keene, he performed the feat of jumping six feet, six inches, three times, and six feet, nine inches, all within one hour. He has remarkable speed and endurance, and is as successful in the hunting field as in the show ring.

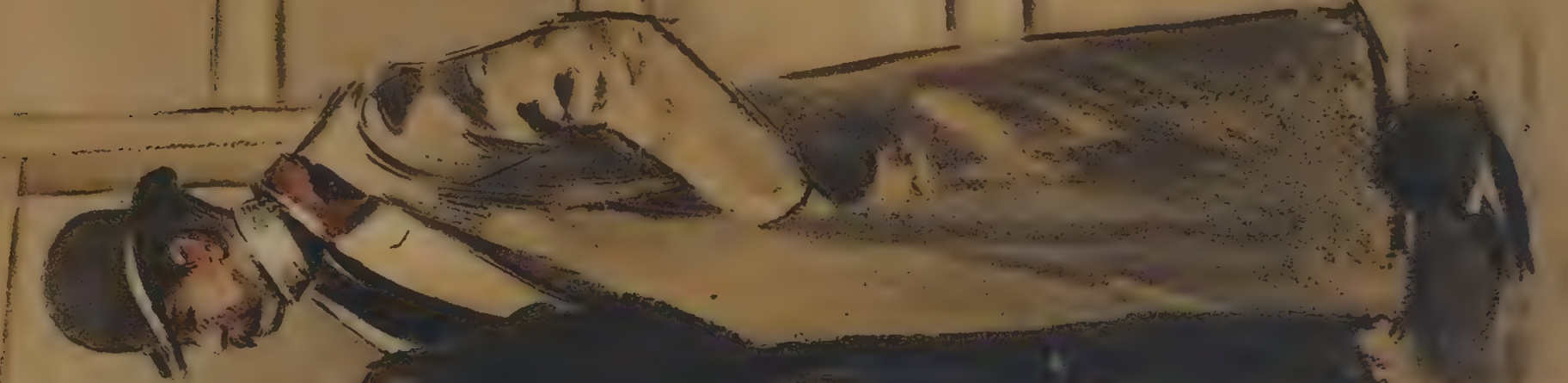
The accompanying plate represents a High Jumping Contest at the Madison Square Garden in 1892, when the first prize was divided by Mr. H. L. Herbert's Transport, ridden by William McGibbon, and George Pepper's bay mare, Maud, ridden by Timothy Blong, each clearing six feet, one inch.











*The High Jump, 1892.*  
National Horse Show Association, New York, 1892.  
Transport, tying, stand at eight inch.



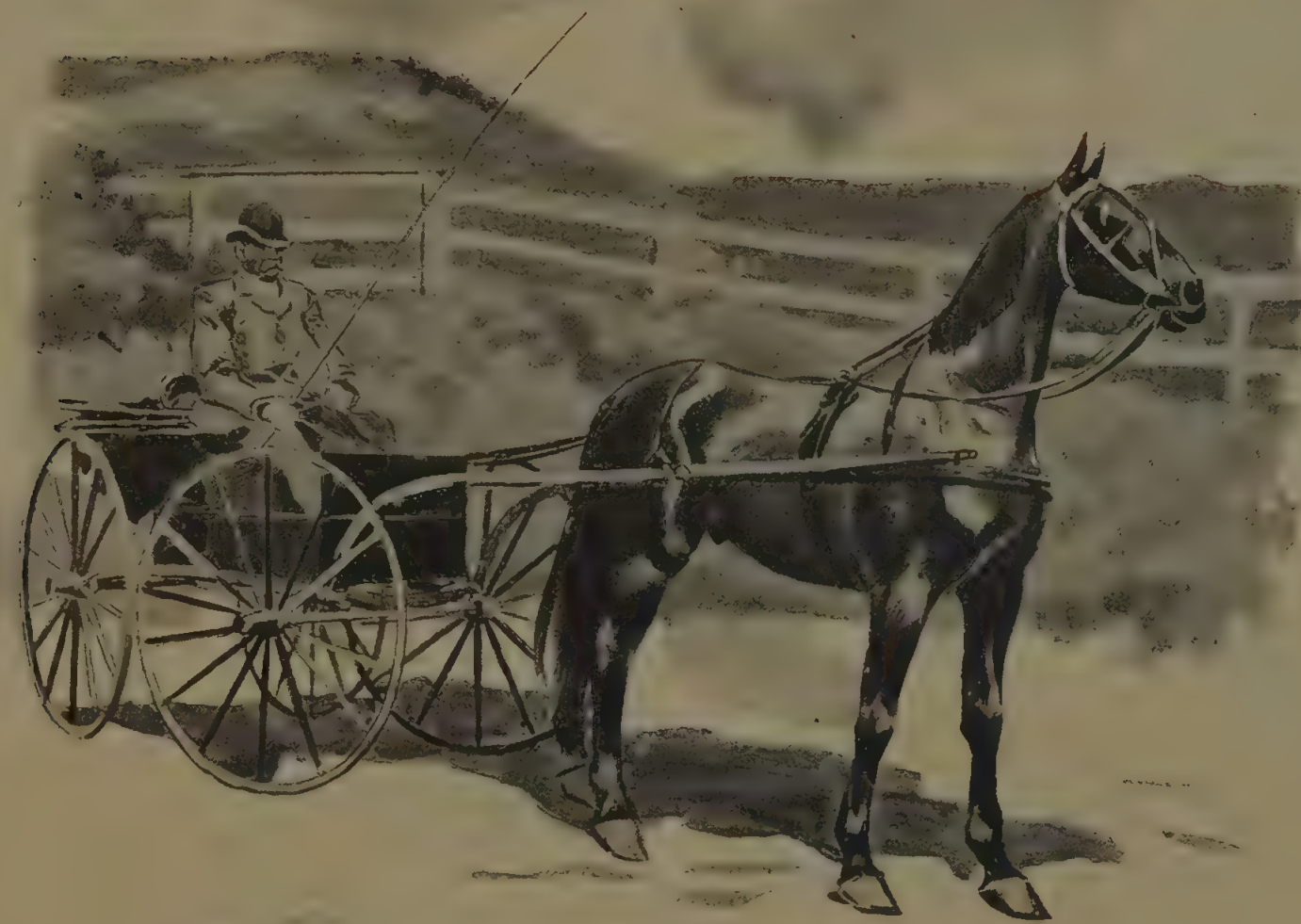




# PONY RACE FOR POLO PONIES

Mr. FOXHALL KEENE WINNING ON THE CROW

At HEMPSTEAD FARMS OCTOBER 19 1893



*Mr. Frank Work and Trotter.*



In the "History of the British Turf," by James Christie Whyte, published in 1840, a book that gives a complete and carefully prepared record of matters pertaining to racing in Great Britain up to that date, it is stated that the earliest mention of race-horses, or, as they were called in those days, running-horses, in the national annals, is of those sent by Hugh, founder of the Royal House of Capet, in France, in the ninth century, as a present to King Athelstane, whose sister, Ethelwitha, he was soliciting in marriage.

When William the Norman conquered the country the breed of horses became very much improved, and many were brought from other countries, principally from Spain and Normandy. Tournaments and horse races began to be frequent exhibitions in the reign of Henry II., and Smithfield, which was the first market in England for every kind of horses, was generally the scene of these exercises and sports.

Fitz Stephen, who appears to have been the chronicler of this time, says: "When a race is to be run by this sort of horses, and perhaps by others which in their kind are also strong and fleet, a shout is immediately raised, and the common horses are ordered to withdraw out of the way. Three

jockeys, or sometimes only two, as the match is made, prepare themselves for the contest. . . . The horses, on their part, are not without emulation; they tremble and are impatient, are continually in motion. At last, the signal once given, they start down the course, and hurry along with unremitting swift-ness. The jockeys, inspired by the thought of applause and the hope of victory, clap spurs to their willing horses, brandish their whips, and cheer them with their cries." However interesting or exciting this may have been to the spectators it can hardly be called the modern idea of an artistic finish. But the changes that have been wrought in racing by the influences of time and fashion have been so manifold that even an outline of the progress of the sport is impossible here.

In America racing of all sorts seems to grow in favor. Pony racing, particularly, has taken a firm hold upon the fancy of its followers, and, under the wise and sportsmanlike influence of the American Hunt and Pony Racing Association, the popularity of this form of sport has steadily increased. The event represented in the accompanying plate was the fourth of six races run on October 19, 1893, at Hempstead Farms, and was described as a race "for polo ponies played regularly during the season; gentlemen up; quarter of a mile; standing start." Mr. E. C. Potter rode Mr. Storey's Whortleberry, Mr. Foxhall Keene, The Crow, and Mr. Kernochan, Sea Gull. The plate represents Mr. Keene winning on The Crow.











Painted by W. S. Vanderbilt Allen.

Not to be taken as a portrait of any person living or dead.

Printed by The Helotype Printing Co.

# POLY TRACHE ETOR POTO RONTIES,

at Hempstead Farms, October, 1892.

Mr. Marshall's horse winning on the 6th.

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# MR. T. SUFFERN TAILER'S COACH

## AT THE COUNTRY CLUB

OCTOBER 1892



*A Jump with the Rockaway Hunt.*



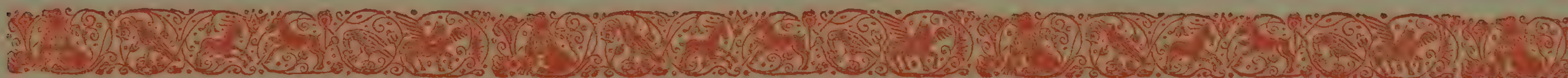
IN America the development of coaching has been retarded by the usually bad condition and insufficient number of the common roads. It has been stated that the country, as a whole, is less well provided with carriage-ways than any other area of equal general culture in the world. The growth of the country and the extension of its population have been so rapid that there has been no time for the construction of good roads, and the communities have mistakenly thought themselves too poor to create good roadways as public works; and, therefore, the toll-roads were built by corporations which acquired by their construction a right to tax every vehicle that used their roads. Even these roads were unsatisfactory and, naturally—for the corporations which built them were organized for profit—only extended over main lines of travel. The other, and common, roads of the rural districts were ignorantly constructed and are inefficiently maintained. Indeed, under the circumstances, it cannot well be different, for, as a rule, road making and so-called road mending are provided for by a tax payable in money or in time. Some pay the tax in money; but most of the population find it more convenient to attend an annual road-making picnic in person. A few days work a year, under ignorant supervision,

is thus performed by the voters in the country. Hillocks are scraped away, holes are filled with sod or dirt, and that is about all; while the construction and maintenance of good roads require the attention of an engineer of knowledge and wide training.

There has been much discussion of our common roads, and the evil that poor roads do has been indicated; but any growth to better things must be slow and can only follow greater public knowledge of the need for good roads and of the means by which they can be attained. As communication and commercial transportation have suffered so has coaching suffered, for amateur whips have been compelled to confine their drives within comparatively narrow limits.

There are, however, good roads near the larger cities, and one of the favorites of these is through the Central Park, New York, across the Harlem River, past Fordham and Morris Park, and the Pelham Road to the Country Club at Westchester, where the accompanying plate represents the coach Comet preparing for an early morning start.

The Comet, which was horsed by Mr. Eugene Higgins and Mr. T. Suffern Tailer, was established September 30, 1892, and the season continued until October 15th. On its first trip the coach carried, besides Mr. Tailer, whip, Colonel William Jay, Mr. Oliver Belmont, Mr. P. Lorillard, Jr., Mr. Delancey Kane, Mr. Reginald Rives, Mr. W. K. Vanderbilt, Mr. T. A. Havemeyer, Jr., Mr. Ogden Mills, and Mr. W. G. Tiffany.











Printed by Wm. Vonderbilt Allen.

Published in New York 1893 for Sporting Illustrated.

## Road Coach Court

Directed by Mr. Eugene Higgins and Mr. T. S. Tupper, Tailor, and driven by Mr. Taylor.  
A morning start from the Country Club, Westchester, October, 1892.

Printed by The Helios Printing Co.







# STEEPLECHASE AT HEMPSTEAD FARMS

## GLENFALLON PASSING VANITY AT THE IN-AND-OUT JUMP

OCTOBER 21 1893



*Dr. Seward Webb's Hackney Mare Her Majesty.*



THE name indicates with accuracy the original character of steeplechasing, for in the early horse races of this kind the contestants made their way, as best they could, over whatever obstacle might intervene

from the starting-point to some distant church steeple chosen as the goal; but, occasionally, slight changes were made, the riders being, perhaps, directed to "leave the church on the left, pass to the right of the clump, and finish on the hill beyond."

Steeplechasing appears to have had its beginning in Ireland, and existing records of the sport there date back as far as the year 1752. An old manuscript, now in the possession of the O'Briens of Dwinoland, describes a match run in that year over four and a half miles of country between Mr. O'Callaghan and Mr. Edmund Blake, the course being from the church of Batteraut to the spire of St. Leger Church. There is no doubt that similar matches were frequent enough, but what is believed to be the first steeplechase under due regulations did not take place until 1803. Of this match neither course, figures, nor place are given beyond the statement that it was run in Ireland, that it was for a sweepstakes, and that the "added money" was a hogshead of claret, a pipe of port, and a quarter cask of rum.

It was a hindrance to the popularity of the sport that, unless the spectators were mounted and prepared to ride with the competitors, very little of the race could be seen. About 1830 the sport began to assume something of the form in which we know it. In 1836 a so-called steeplechase was run at the Liverpool meeting; the course was two miles long, over hurdles, walls, and water prepared for the purpose. Three years later was instituted the Grand National Steeplechase which remains the principal cross-country event of the year. The sport became increasingly popular, and important meetings were held at St. Albans, Aylesbury, Leamington, and other places.

In the autumn of 1866 the Grand National Hunt Committee was formed, and its rules were recognized and enforced to the great advantage of steeplechasing.

Amateur steeplechasing in America, especially since the organization of the American Hunt and Pony Racing Association, has enjoyed a fair measure of popularity. The contest represented in the accompanying plate took place at Hempstead Farms on October 21, 1893. It was the sixth of seven events, and was a handicap steeplechase of about three miles, open to all. The contestants were Westbury, Hiawasse, Glenfallon, Flattery, Vanity, and Bull Dawg, and the gentlemen riders were Mr. Page, Mr. Baldwin, and Mr. Haight. The judges were Mr. John S. Hoey, James T. Hyde, and Howland Leavitt. Glenfallon won by two hundred yards, with Vanity second. The plate represents Glenfallon passing Vanity at the in-and-out jump.











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# Steeplechase at Hempstead Farms,

October 21, 1893.

Winifield passing Vanity at the In-and-out Jump.

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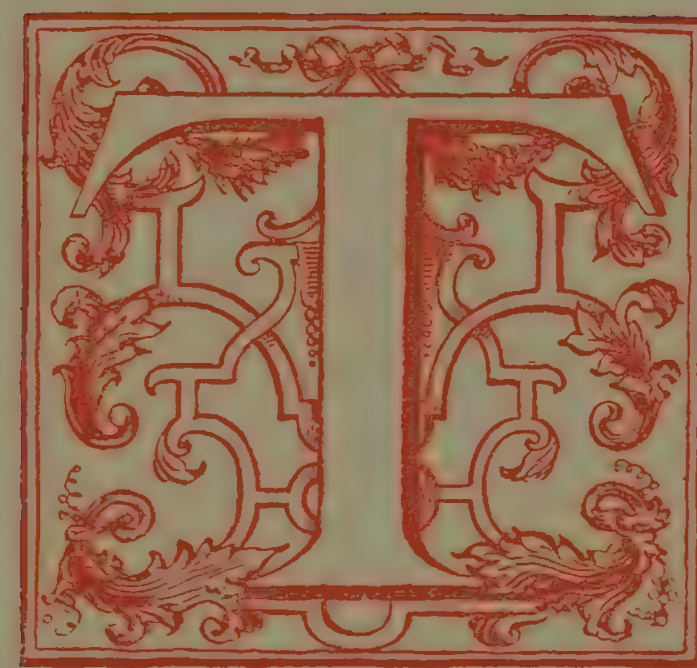
# THE ESSEX COUNTY HOUNDS

## GOING TO COVER

At MORRISTOWN N. J. SEPTEMBER 1893



*Philadelphia Road Coach Rapid—A Change of Horses.*



THE Essex County Hunt was organized in 1872, with club-house and kennels at St. Cloud, in the Orange Mountains. In 1887 the introduction of polo, and a desire for more commodious quarters, led to a re-organization of the club, and the name was changed to the Essex County Country Club. Up to this time the various masters were E. M. Sadler, Charles A. Heckscher, Henry N. Munn, and E. P. Thebaud. Succeeding Mr. Thebaud, Mr. John A. Stewart, Jr., held the mastership until 1891, when the present incumbent, Mr. Charles Pfizer, Jr., was installed. Mr. Pfizer immediately proceeded to acquire the ownership of the pack, together with its rights to the territory and all the hunting paraphernalia of the club, with the understanding that the sport should be continued on a subscription basis, the club proper being relieved from all responsibility and having no further voice in the management of the hounds. As this move enabled many who were not members of the Country Club to join in the sport and thereby brought in a new following, principally from the Morristown district, it gave a great impetus to hunting. For several seasons the pack made its headquarters at Walton Cottage, and hunted in the vicinity of Morristown. This had the effect

of bringing about something of a boom, and the hunting men were tendered unbounded hospitalities.

During the past season the pack was located at the Seney Cottage in Bernardsville, and no doubt will continue to hunt in Somerset County for some years to come, as this district, together with the adjoining county, offers an almost unlimited area for the enjoyment of this sport, besides having the additional advantage of being within easy reach of the Morristown and Orange following.

The runs average two each week, although as many as four are often put in, and the field frequently numbers some twenty riders. Among the "regulars" are Messrs. Kissel, Whitney, Benjamin Nicoll, George Day, Willie Lord, Norman Henderson, Thomas Headley, John Dallett, C. A. Munn, George O'Reilly, Charles A. Heckscher, Arthur Lee, W. W. Tucker, J. R. Townsend, Jack Wilmerding, Gordon Paddock, Robert Stevens, and the Messrs. Pfizer. Occasionally a few ladies join the hunt, and among them Mrs. Archibald Alexander is seen most frequently.

The pack numbers some twenty-five couples, and the hunting stable fifteen head. The master, the huntsman, and the whip, who wear the regulation scarlet livery, with orange facings on the collar, comprise the field staff. The principal meets of late have been held at Morristown Green, Basking Ridge, Peapack, Green Village, Bernardsville, Roxitious, Cross Roads, New Vernon, Millington, Liberty Corner, and Washington Valley.











Painted by Wm. Vanderbilt Allen.

Engraved by J. H. Johnson, New York.

Printed by The Helios Printing Co.

# The Essex County Hounds Going to Cover.

Morrisstown, N. J., September, 1893.







# THE MEADOW BROOK HUNT

Mr. THOMAS HITCHCOCK JR. Master

At WESTBURY L. I. NOVEMBER 1892



*Mr. Foxhall Keene on Duchess.*



HERE is in "Country Contentments," by Gervase Markham, published in London in 1611, a definition of hunting as "a curious search or conquest of one beast over another, pursued by a naturall

instinct of enmitie, and accomplished by the diversities and distinctions of smells onelie, wherein nature equallie dividing her cunning, giveth both to the offender and offended strange knowledge both of offence and safety."

It is owing to this "diversity and distinction of smells onelie," that drag hunting, with all its advantages, is made possible. In this country, and especially on Long Island, where wire fences, impenetrable woods and bogs abound, hunting the natural fox is often attended with so many difficulties that the pleasures of the sport are in a great measure lessened. But in drag hunting the master can select a definite line of country for his run, and in deciding where he will "throw in" the hounds, he chooses, if he can, an open field which will afford an opportunity for a gallop to the first fence. He can avoid, to a great extent if he pleases, the treacherous and uncertain places, although there is no disposition to escape jumps because they are stiff or difficult to negotiate. The work of the dragman in laying the scent is a task that requires considerable judgment. He must be

governed by the nature and condition of the ground as to the quantity of scent that he shall use. If the soil is sandy and very dry much more is required than if it is wet and soft. But too much confuses the hounds, especially if there is any wind, and too little scatters them, causing frequent checks in the runs which are the more annoying, because one of the pleasantest features of drag hunting is that it affords the longest gallop in the shortest possible space of time.

Although drag hunting is better suited to the conditions of the country in the immediate vicinity of New York, natural hunting is also much in favor at Meadow Brook where, in spite of such formidable obstacles as barb-wire fences, cornfields, and the famous high, stiff fences of that country, the fox is enthusiastically hunted every season. The hunting here has been compared to a fine steeplechase; but the horses are in most cases thoroughbred, and the severe pace is more easily borne than it would be if coarser animals were used.

Among those who ride regularly with the Meadow Brook hounds are Thomas Hitchcock, Jr., the Master, Messrs. J. L. Kernochan, H. L. Herbert, H. V. R. Kennedy, Stanley Mortimer, Charles Carroll, J. A. Stewart, Jr., E. W. Roby, J. F. D. Lanier, and H. A. Page.

The accompanying plate represents a typical run. Mr. Thomas Hitchcock, Jr., is the Master, and Mr. Rawlins Lowndes Cottenet, the Whip.











Painted by W.S. Vanderbilt Allen.

Published in New York 1893 for Sporting Illustrated.

Printed by The Helotype Printing Co.

# The Meadow Brook Hunt, &

At Westbury L.I. November, 1892.

Mr. Thomas Hitchcock, Jr., Master.

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